

*Railways in
Profile Series*

No. 11

BRITISH RAILWAY VANS

VOLUME 2



Compiled by G. Gamble



CHEONA PUBLICATIONS



Frontispiece

This scene was photographed at Bridgehouses Goods Depot, Sheffield in February 1964 and in the foreground there are two 12T plywood bodied Palvans of diagram 1/221, lot No. 3318, (250 vans, B782274-782523), built in 1960 at BR Derby Works and dedicated here to the movement of IZAL products. They have four panelled doors per side and the fixed ends are heavily braced. The underframe detail shows up well here including eight shoe vacuum brakegear with short handbrake levers, J-hanger spring suspension with dampers, roller bearings and Oleo buffers. Livery of these vans is green body with black chassis and white lettering. B.R./A.L.

Front cover:

Upper view: B761241 is one of the BR 12T ventilated vans built to diagram 1/208 on lot No. 2421, (464 vans, B760880-761343), at BR Faverdale Works, Darlington in 1952. Standard features include a length of 17ft 6in, wheelbase of 10ft, vertical and diagonal strapping on either side of the doors and a single hooded ventilator on the corrugated steel ends which here are in three parts. The underframe has 1ft 6in spindle buffers, split axleboxes, low vacuum pipes, tie bars, Instanter couplings and four shoe Morton style vacuum brakegear. Photographed at Bescot on 6th May, 1980. S.J.

Lower view: KDB786939. TOPS coded ZRX, this colourful van carries SATLINK livery but it was built as a 20T Ferry van to diagram 1/227, lot No. 3413, (150 vans, GB786873-787022), by Pressed Steel in 1961 for use on the services from Harwich and Dover. By 1994, 115 remained in service - all except two being in use by the Engineers. Photographed at Alexandra Dock Junction on 22nd August, 1990. A.T.

Back cover:

Upper view: BRT 6913 is the penultimate 46T curtain sided pallet van of the 15 built by Standard Wagon in 1973 to design code PV006B for hirers BRTE. They were initially operated by Campbell's Soups between Kings Lynn and Scotland. The wheelbase is 22ft, the length is 34ft 6in, tare being 13.55T and it has BSC Friction Pedestal suspension, eight shoe air brakes, Oleo buffers and Instanter couplings. As built they had four wooden sliding doors making up the full length of each side but pallet movement in transit led to doors being jammed and eight were given curtain sides in 1981 - the other seven were withdrawn. 6904/5/6/7/11/13 and 6914 were all still extant in 1992 albeit in store at Healey Mills where this one was photographed on 8th February, 1992. A.T.

Lower view: 200223 was built to diagram 1/253, lot No. 3686, (200220-200228), at Ashford Works in 1970. Its TOPS code here is VBA, having had the through vacuum pipe removed. This batch of air braked vans were built with FAT 5 suspension which shows up well here. There are detailed photographs of this in plates 95 and 96. As well as the suspension, it is of interest because the long handbrake lever (see plate 94), has been replaced by a wheel operating via the original linkages. Photographed at Hoo Junction in the mid 1990's. P.W.

Title page: This splendid view shows ex-GWR 'Modified Hall' No. 7919 *Runter Hall* heading an up Class 4 freight train passing a rake of vans at Ruabon on 28th September, 1963. A great variety of vans can be seen including representatives of all the Big Four as well as BR standard designs. Note the lineside hut, the water tower and the two men in 'period mackintoshes'. N.

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- No.11 British Railway Vans - *Volume Two*

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Preface

'Railways in Profile No.3' proved to be a very popular title and there has been a steady stream of requests for more van photographs. This volume therefore contains a selection of pre-grouping and BR designs, like No.3, but also the opportunity has been taken to include some coverage of BR air braked vans, private owner vans and early BR designed ferry vans. I hope the mix is of interest to those who follow the rolling stock changes on our railways out of curiosity or for modelling purposes. Some colour has been included but as with earlier volumes, it has not proved possible to obtain many good quality colour photographs of pre-grouping and BR standard designs at work in the period from 1948 to their demise.

Introduction

Peter Matthews in his booklet on private owner wagons published by M.A.P. in 1973 wrote that private owner vans were very rare and made up only a small proportion of the thousands of private owner vehicles. The principle users in pre-Nationalisation days were the salt and chemical companies, cement manufacturers and some breweries. Such vehicles were restricted to their particular use and as Non-Pool vans many only had a relatively short life after Nationalisation in 1948, when BR started to build a large fleet of common user vans and privately owned stock was discouraged. It wasn't until the 1970's that such vehicles began to appear in quantity on our railways again.

During the 1960's BR began to introduce air braked stock to replace the older vacuum braked types and a series of fairly similar designs were built which were basically long wheelbase vans with easy access for forklift loading.

With an eye to the future and the demand for cross Channel ferry working, British Railways introduced 400 long wheelbased vans built to Continental standards by Pressed Steel and BR Ashford works in 1961 and these are the last vans to be covered in this volume.

Air Braked Vans

The appearance of the palletised load spelled out the end for the 10ft wheelbased, four wheeled van on British Railways. The last of these vans to be built were the 1994 constructed in three lots to diagram 1/217 in 1962. Subsequently code named 'Vanwide' because of their double doors, (an attempt to accommodate pallet loads), they were vacuum braked and TOPS coded VMV. Between 1978 and 1983 nearly 550 were converted in four lots when they were given air brakes, FAT 19 suspension, roller bearings and the TOPS coding VEA. Some were later fitted with locks and alarms when used on special traffic such as munitions trains and they were TOPS coded VFA.

However, the modern air braked fleet developed from B787479 - a curtain sided pallet van with a 20ft 9in wheelbase and air brakes with a through vacuum pipe, (as there was still a lot of vacuum braked stock running on British railways). Built at Ashford works in 1966, it was followed by over 200, 45T g.l.w. hard sided vans having a length of 33ft 6in with 15ft 9in doors. Coded COV AB, they were later given TOPS code VAB and although allocated 'B' numbers they appeared with numbers in the new BR series, in this case 200000 - 200208. With the removal of through vacuum pipes, modifications to suspension etc., some of these vans later carried TOPS code VAA. The COV AB's were built to diagram 1/248 on lot No. 3685 and the last ones appeared in December 1970.

During the latter part of 1969 and through to November 1970, four batches of vans similar in design to the COV AB's were built which carried TOPS code VBB. These had air brakes, through vacuum pipes and were fitted with experimental suspension as detailed below.

Van numbers	Diagram	Lot No.	Built	Builder	Suspension type
200210-200219	1/258-9	3725	07/70-11/70	BR Ashford	D.O.D. MkII / FAT 8
200220-200228	1/253	3686	11/70	" " "	Taperlite / FAT 5
200230-200239	1/254	3687	10/69-3/70	" " "	D.O.D. MkI / FAT 6
200240-200249	1/257	3696	09/69-11/69	BR Shildon	Long Link

Vans 200250 to 200324 were also built to diagram 1/257 but at BR Ashford works on lot No. 3726 between 11/70 and 8/71. These vans were TOPS coded VBA or VBB and had long link suspension also. The batch 200550-200649 also included some VBA's.

In 1971 the TOPS coded VCA/VCB vans began to appear. They were initially coded COV CD and had similar basic specifications to the preceding types but were fitted with two centre sliding doors per side giving a maximum opening of 16ft. The batches were 200325-200449 and 200450-200549.

From early in 1976, the standard 20ft 9in wheelbased chassis was used under the VDA vans which have four doors per side but all four cannot be opened at once as the central pair are sliding and the outer ones are hinged. These vans are the only ones with standard specifications to have external bracing on the ends and they were numbered in the series 200650 to 200979. Further batches of VDA's were built where variations appeared. 200980 to 200999 had air operated eight shoe brakes, 201000 to 201099 had Taperlite / FAT 13 suspension whilst the final batch, 210100 to 210399, built between 8/77 and 11/78; at BR Shildon works, on lot No. 3908 had normal features.

Increase in Speedlink freight traffic saw the introduction in 1983 of the final air braked design in this sequence. Here the side and a part of the roof formed two 20ft 8½in long by 7ft 2½in high 'sliding wall doors'. Only one door per side can be opened at a time and the floor has special anchor points to secure part loads. TOPS coded VGA, these vans can be recognised by their characteristic body shape and unpainted aluminium sides.

All of the above air braked vans had strengthened floors to accept pallet loading.

Experiments often went beyond the boundaries given and the first batch numbered 200000 to 200208 includes the only early BR air braked vans to have end ventilators fitted. Vans built with through vacuum pipes lost these when ordinary vacuum braked stock was phased out by BR. Changes were such that from the modelling point of view, the only way to be accurate is to work from photographs taken at the relevant time.

In March 2000, the approximate numbers of the above types still extant were:- VAA 145, VBA 73, VCA 1, VDA 55, VEA 1, VGA 249 and VJX 1 (statistics courtesy of 'Rail Express').

Liveries

The details of liveries relating to pre-grouping and BR standard vans were given comprehensively on pages 3 and 4 of 'Railways in Profile No.3'. Private owner van liveries are seen in the colour plates or are given in the appropriate captions. The liveries carried by both the BR air braked and ferry vans in their early operating periods are also illustrated in the colour plates.

Note:- For further information see 'Air Braked Series Wagon Fleet' by J.Dickenson and P.Ifold, published by SCT, ISBN 1872768 13 X



Plate 1. W79210 is an ex-GWR 10T Mink goods van built to diagram V4 lot No. 476, (200 vans, 79146-79345), at Swindon Works in 1905. Soon after building, these vans were fitted with Dean-Churchward II eight shoe vacuum brakes whilst retaining their Dean-Churchward handbrakes. It has short spindle buffers, tall vacuum brake pipe standards, Instantan couplings, small GWR standard OK oil axleboxes, and three hole disc wheels. The wooden planked body has typical door bracing and 'T' and 'L' section steel strapping part of which has been broken off. The twin hooded end ventilators were fitted from 1923 onwards. Photographed in Swindon Works Yard in the early 1950's. R.C.

Plate 2. W79373. This ex-GWR 10T Mink C was built to diagram V7 on lot No.528, (225 vans, 79366-79590), at Swindon Works in 1906-07. It has similar body features to the van in *plate 1*, but the original end louvres and shutters have been replaced by two hooded ventilators. Part of the end cross bracing remains - this was later removed and replaced by L strapping as seen in *plate 1*. The 12ft wheelbase chassis has tie rods, four shoe Dean-Churchward vacuum brake gear and it was running on split spoked wheels when photographed in March 1951. R.C.





Plate 3. W82055 is an ex-GWR 10T Mink A which was built to diagram V12, lot No.545, (100 vans, 82001-82100), in 1907. It is as built except for the ends where the original shutters and cross bracing have been replaced and its 9ft wheelbase chassis has similar fittings to those seen in plates 1 and 2. Note the chalkings - 'Padd' (Paddington), 'Nth Walsham' and 'Bristol' being but three recent destinations. Photographed in 1952. R.C.

Plate 4. W95871 is also an ex-GWR Mink A 10T goods van but to diagram V16, lot No.833, (177 vans, 95824-96000), built at Swindon Works between 1912 and 1923. It is unfitted with Dean-Churchward III brake gear and GWR self-contained buffers and was photographed in September 1951. R.C.



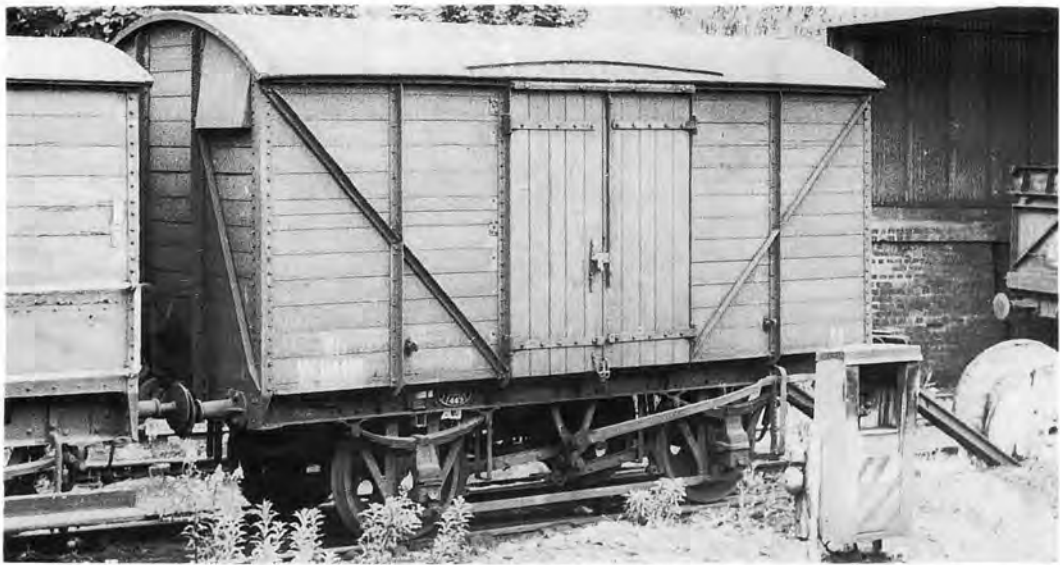


Plate 5. W114497. This ex-GWR diagram V21 Mink A is one of the 636 vans which were built on lot No. 999 at Swindon Works between 1927 and 1929. They were numbered 114001 to 114636 and were the first GWR vans to use the RCH 17ft 6in, (over headstocks), underframe with a 9ft wheelbase. RCH pattern spindle buffers and axleboxes are fitted along with Morton style four shoe vacuum brake gear with long handbrake levers and tie bars. Note the two undersized planks on the bodyside to the left of the vertically planked door which now has inside framing. Livery was weathered bauxite body, black underframe and white lettering when it was photographed at Wellington, Salop on 26th July, 1964. R.S.
Plate 6. W145294. This 12T goods van was built to diagram V34 being one of lot No. 1431, (1,000 vans, 144919-145918). 1,200 were built in three lots between 1941 and 1945 at Swindon Works and all were unfitted. Having a 10ft wheelbase chassis, they continued in BR service after 1956 when almost all were converted to vacuum braking. The buffers were strengthened, low pattern vacuum pipes were fitted along with screw couplings, tie bars, open front axleboxes and three hole disc wheels. In weary bauxite livery, it has 'boxed' style white lettering and is coded 'VAN' - which was also the GWR code for these V34 vans. Photographed at Marshmoor circa 1974. T.M.



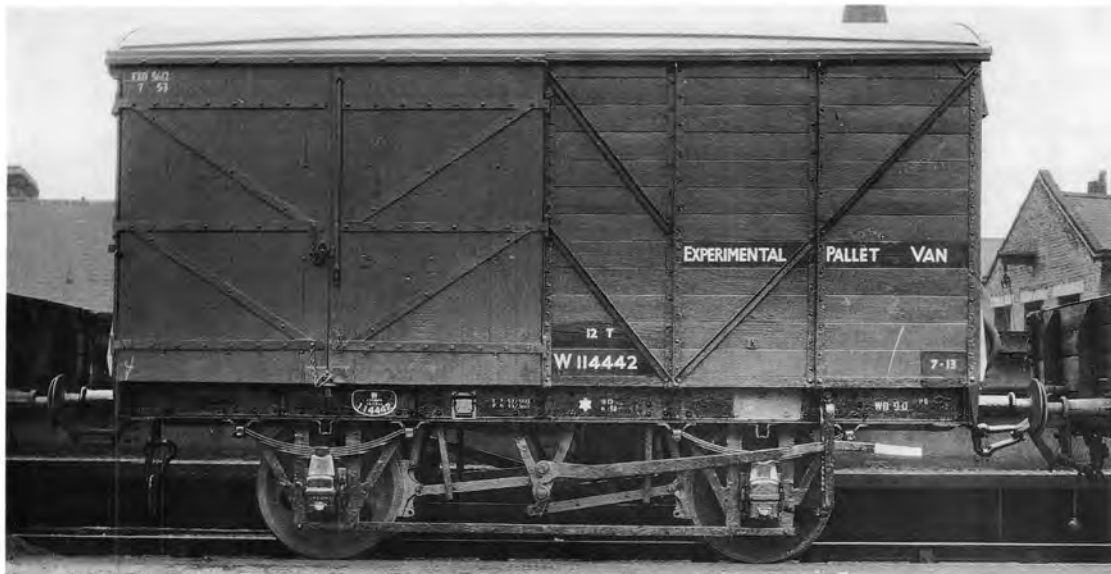


Plate 7. W114442. This 12T Experimental Pallet Van was originally constructed as a Mink A with the same build details as W114497 in plate 5 opposite. In 1953, some were converted via GWR diagram V 40 as shown here where the two doors at the lefthand end of the side have a total width of 8ft 4³/₄in. Note the full length rainstrip on the white roof. Body colour was not recorded here but colour photographs exist which show these vans finished in grey with white lettering on black patches and black solebars and below - despite being vacuum braked.

B.R./A.L.

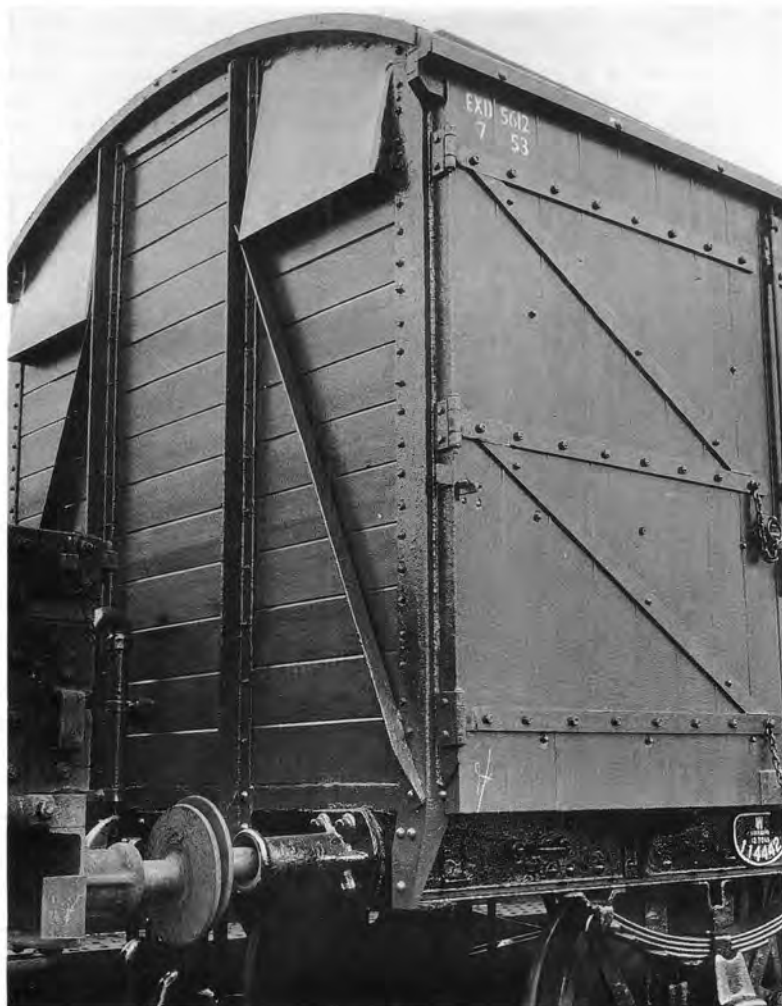


Plate 7a. W114442. This enlarged view shows the end detail of the van and the way the lefthand side door has been attached to the flat hinge bar welded onto the corner strapping. Photographed in July 1953 shortly after conversion.

B.R./A.L.

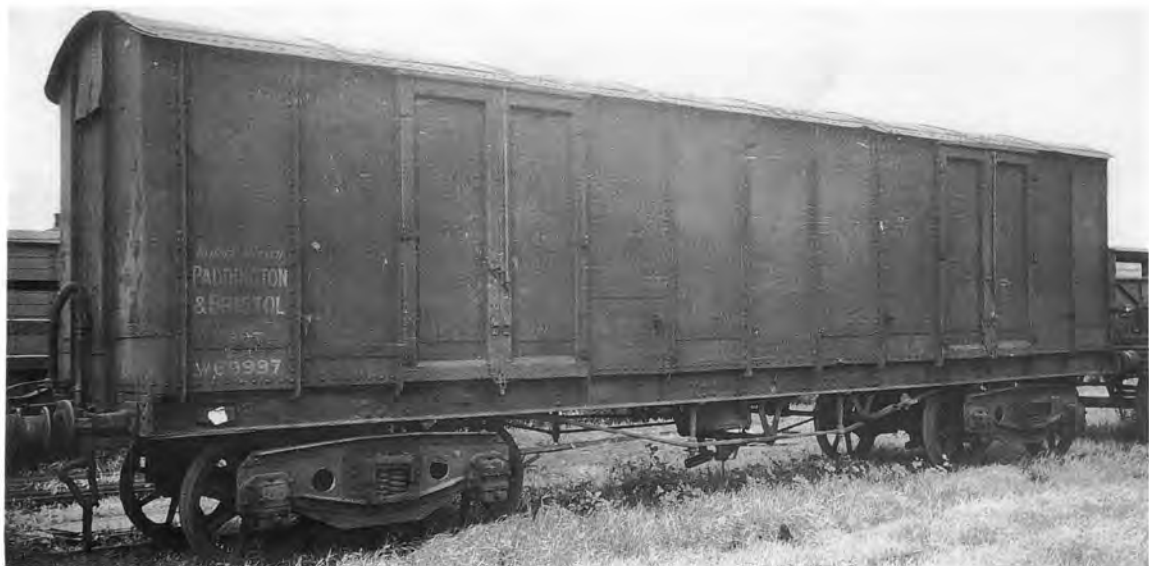


Plate 8. W69997. This ex-GWR Mink F 30T bogie steel van is one of five which were ordered in 1902 to diagram V1 on lot No. 401. Only two were built, (69996/7), this one appearing in April 1904. Like two Iron Minks put together, it measures 36ft over headstocks and it is pictured here in the early 1950's towards the end of its working life. It has later style replacement 5ft 6in wheelbase plate bogies set at 25ft centres and vacuum brakes have been fitted. Note the square shank buffers, spoked wheels and delicate truss rods. These vans were elusive to photographers running mainly in overnight trains between Paddington and Bristol. R.C.T.S.

Plate 9. W105820 is an ex-GWR 8T Tevan which was built as a Mica A to diagram X9 in 1930. With the loss of meat traffic to road transport and containerisation, these vans were converted via diagram V 32 in 1938 to carry cocoa and tea in round trips between Bristol and Paddington and between Greenford and Bristol. These were the only Micras to have the RCH 17ft 6in underframe with a 10ft wheelbase and RCH fittings, Morton four shoe vacuum brakes, screw couplings, tall vacuum brake pipe standards but GWR small standard OK oil axleboxes. The weathered white body still has the end steps which gave access to the ice tanks under the end sections of the roof. Photographed in the early 1950's. R.C.





Plate 10. Sc3304W. This 8T six wheel refrigerated fish van, 'INSUL-X-FISH' was built in 1948 to diagram S.13, lot No.1718, (50 vans, 3301-3350), at Swindon Works (GWR coding was INSIXFISH). The body is made of resin bonded plywood and there are four 'DRI-ICE' boxes in the roof accessed via a ladder at each end and a catwalk. The 31ft long, (over headstocks), steel chassis runs on 3ft 7½in diameter coach wheels, the axles being set at 10ft 6in centres. It has spindle buffers, J-hanger spring suspension with dampers, GWR round topped axleboxes and tie bars. Only the outer wheel sets were braked. Livery is white body with black lettering, black underframe and grey roof. The freshly painted panels show its re-allocation to work from Aberdeen. Lettering at the right details loading and the 'Sc' prefix indicates the allocated region whilst the 'W' indicates the builder and repairer. Photographed at Millerhill on 6th April, 1963.

D.R.

Plate 11. W2377 is one of the hundred and forty 6T Passenger Fruit vans built to diagram Y2 between 1899 and 1900. As one of the later constructed vans, it only has one row of side louvres between the top two planks and there is a central hooded ventilator on each end. The 10ft wheelbase chassis has eight shoe Dean-Churchward vacuum brakegear, long shank spindle buffers, steam pipes, screw couplings and it runs on 3ft 7½in diameter Mansell disc wheels. There are access steps for low level loading and the body and doors have a full complement of external bracing including flat X-strips on the ends. Originally finished in grey, from 1913 the 112 out of 140 of these vans remaining, were renumbered 2289 to 2400 and became 'brown vehicles' as seen here when photographed circa 1951.

R.C.





Plate 12. M300421. Photographed in 1955, this ex-Caledonian Railway all wooden 10T outside framed goods van is as built. It measures 18ft 6in over headstocks and its 10ft. wheelbase chassis was built with both vacuum and Westinghouse brakes. Other features to note include the small centrally mounted handbrake lever, open front axleboxes, screw couplings and typical spindle buffers. The ends have stout bracing posts, a large hooded ventilator and a hatch to one side to allow for the loading of long objects. Note how the nuts and bolts etc. are recessed on the outside framing to the left of the door to allow it to slide open over them.

R.C.
Plate 13. LMS 26496 is an ex-Midland Railway 10T covered goods wagon built to MR diagram 363 and showing the typical outside framing which these wooden vehicles had. It has the alternative ironwork on the ends - triangular plates at the top of the endposts which have L section bracing at the bottom. There is also a strengthening plate to the top left of the door. The wooden underframe, with a split in the headstock, has spindle buffers, three link couplings, open front axleboxes and two shoe independent brakes. It still carries very weathered LMS livery when photographed in 1952. Note the chalkings - 'LEAVE INSIDE SHED PLEASE' - a leaking roof perhaps?, and 'T WHITE & TAYLOR POTS' - some older readers may remember the general store chain of Timothy White & Taylors!

R.C.





Plate 14. M114347. This 10ft wheelbase covered goods wagon shows the variations to the standard diagram 363 Midland Railway vehicles. Here the bodyside panel diagonal bracing timbers are parallel, there are L shaped steel strengtheners to the end posts, which also have triangular plates at their tops and the plate to the top left of the door is also an addition. Its wooden underframe has typical axleboxes, springs and spindle buffers and it runs on 3ft 2in diameter spoked wheels. Livery was weathered light grey with white lettering when it was photographed at Harrow and Wealdstone in 1952.

Plate 15. M86176 is an ex-Midland Railway covered goods wagon built to diagram 633, (drawing number 3557, lot No. 778, 200 built, 1911). It has a steel underframe with eight shoe vacuum brakes, a very short handbrake lever, J-hanger spring suspension and runs on 3ft 7⁷/₁₆in. diameter spoked wheels. The vertically planked body is as built except for modifications to the upper part of the ends and additional angular metal corner plates. Livery is overall grime and grit with white lettering when photographed circa 1951.

R.C.
R.C.
R.C.





Plate 16. M524912 was built to LMS diagram 2103, lot No.1383, (1594 vans, 523540-525133), in 1945 at Wolverton Works. Shortage of wooden planks during and just after World War 2 led to the use of plywood for the body. Note the two vertical strengtheners on the door and the chalkboards on the sides and ends—largely ignored! The 10ft wheelbase chassis is as built with standard LMS Morton style eight shoe vacuum brakes, short handbrake levers, tall vacuum brake pipe standards and J-hanger spring suspension with dampers. Roof vents were fitted originally but these were removed by BR. Photographed at Bamber Bridge on 1st June, 1964.

R.J.E.

Plate 17. M518520 is an example of the final LMS planked van design, given diagram 2039. It is one of 800 unfitted vans built on lot No.1333, (518340-519139), at Wolverton Works in 1942-43. The horizontally planked body has both U-channel and flat strip bracing, (the latter being a later addition), whilst the ends are the later three part corrugated steel type with a single, central hooded ventilator. The chassis has been modified under the BR post-1955 conversion programme for 10ft wheelbased vans. Vacuum brakes have been fitted and the buffer housings have been strengthened whilst the V-hanger on the opposite side has had a strip welded on and tie bars have been added. Note the coach type vacuum pipes, screw couplings and open front axleboxes. Livery is very weathered, much chalked bauxite with black underframe and white lettering. Photographed at Marshmoor circa 1974.

T.M.





Plate 18. M518113 was also built to LMS diagram 2039 like 518520 in *plate 17* but it is one of the 500, (517840-518339), constructed on lot No. 1330 at Wolverton Works in 1942. Built with Morton four shoe unfitted brakegear, it has been vacuum braked by BR with the attendant changes to buffers and added tie bars whilst retaining its split axleboxes. The three part corrugated steel end shows clearly here and the livery is bauxite body, black chassis and white lettering. Sideline with a red card it was photographed at Earlestown in Summer 1970. D.L.

Plate 19. M508566 is one of only three, (also 508473 and 508978), 12T horizontally planked LMS goods vans built originally to diagram 1897, lot No.927 in 1936 at Wolverton Works but converted shortly after Nationalisation into Experimental Pallet Vans as seen here via LMS diagram 2177. It is unfitted with Morton four shoe brakes, split spoked wheels, open front axleboxes and spindle buffers with four webbed housings. Whilst it retains the original two part corrugated steel ends with the single hooded ventilator, the sides have been modified by fitting two central sliding doors giving a total opening width of 8ft 6in. Livery is weathered grey body, black underframe and white lettering on black patches. Note the torpedo vents on the roof. Photographed in the 1950's. R.C.





Plate 20. E229210 is an ex-LNER 10T insulated fish van with a 12ft wheelbase chassis which was built to LNER diagram 134 circa 1938. It has eight shoe LNER pattern vacuum brakegear, spindle buffers with four ribbed housings, LNER open front axleboxes and screw couplings. Note the tall vacuum brake standards and the through steam heat pipe - these vans ran in passenger trains initially. The vertically planked body has internal bracing and stout end posts which go right to the bottom of the headstocks. The doors slide open internally. Livery is very weathered white body with black lettering and underframe and it was photographed at Tweedmouth on 18th May, 1963. D.R.

Plate 21. E87097 is a rather grubby BR-built 12T INSUL-FISH van based on the LNER diagram 214. This first BR design, (E87000-97499), had roller bearings, LNER pattern eight shoe vacuum brakegear, self-contained buffers and screw couplings. The white aluminium plated plywood body has both T and L strapping and there is very little roof overhang. Lettering and underframe are black and it carries a large blue spot, (hence the name 'Blue Spot fish vans'). The lettering to the left of the door reads:- 'TO WORK BETWEEN / ABERDEEN & KINGS CROSS'. Photographed at Tweedmouth on 18th May, 1963. D.R.





Plate 22. E804027 is an ex-Great North of Scotland Railway 10T goods van with a well-proportioned outside framed wooden body. Tare is 6 tons 14 cwt and it has a 10ft 6in wheelbase chassis. There is an extra long handbrake lever operating a single shoe and it has spindle buffers with short four-webbed housings, three link couplings, open topped axleboxes and slender spoked wheels. Note how the springs are mounted on the solebars and the reversed channel headstocks with wooden blocks on which to mount the buffers and coupling hook. Both sides and ends have a mixture of wooden and steel bracing whilst the ends have a central ventilator and a sliding hatch to accommodate long loads. Finished in mellowed grey and black livery with white lettering on black patches, it was photographed in 1952. P.C.

Plate 23. E24512. This ex-North Eastern Railway all wooden 12T covered goods van was built to NE diagram G.2 and it has a 17ft long underframe, (over headstocks), with a 9ft 6in wheelbase. There are one sided two shoe brakes, open front axleboxes, spindle buffers and three link couplings. Note the dropside lower flap for sack trucks and the twin, hinged, outer opening top doors. Some of these vans originally had a canvas sheeted roof section above the centre doors for top loading but this tended to leak and was often replaced. Livery is as in *plate 22* and it was photographed in the early 1950's. R.C.





Plate 24. E721920 is one of the later ex-North British Railway 10T vans of all timber construction with an unfitted underframe which has open front axleboxes, spindle buffers, three link couplings and runs on split spoked wheels. The door has external timber bracing and the ends have the typical North British twin wooden end posts with a T-section steel one between them. Note the three brackets supporting the lower door runner. Livery is weathered grey with white lettering and it was photographed in 1952. R.C.

Plate 25. E632313. This is one of the 10T wooden bodied vans which were built for the Great Eastern Railway by Clayton & Shuttleworth circa 1920. Its 10ft 6in wheelbase steel chassis is unfitted with a single brake on each side with racked handbrake brackets and it has spindle buffers with webbed housings, LNER pattern open front axleboxes and split spoked wheels. The body is as built except for a replacement plywood ventilator hood and its livery is as in plate 22. Photographed in 1952. R.C.





Plate 26. E539116. This ex-Great Central Railway 10T goods van is from one of the later batches of a design first introduced in 1912 and built in quantity for the Great Central as well as the Cheshire Lines Committee. It has a simple 10ft 6in wheelbase steel underframe with two shoe brakes on one side only and the LNER pattern open front axleboxes and three hole disc wheels are typical of the later batch built by Metro-Cammell in 1923 and assimilated into LNER stock from new. Length over headstocks is 19ft and the vertically planked wooden body has no ventilators. Note the two metal runner guides on the bottom of the door and the mix of wide and narrow planking. Photographed in the early 1950's.

R.C.
Plate 27. E408862 is an ex-Great Northern Railway 8T goods van which has six torpedo ventilators on the roof. Many of these vans originally carried fruit and had shuttered ventilators on the ends. Its 10ft wheelbase wooden underframe has eight shoe vacuum brakegear, (note the off-centre V-hanger here), characteristic Great Northern Railway pattern spindle buffers and open front axleboxes. It also has screw couplings and split spoked wheels. Livery is weathered red oxide with white lettering and it was photographed in 1951.

R.C.

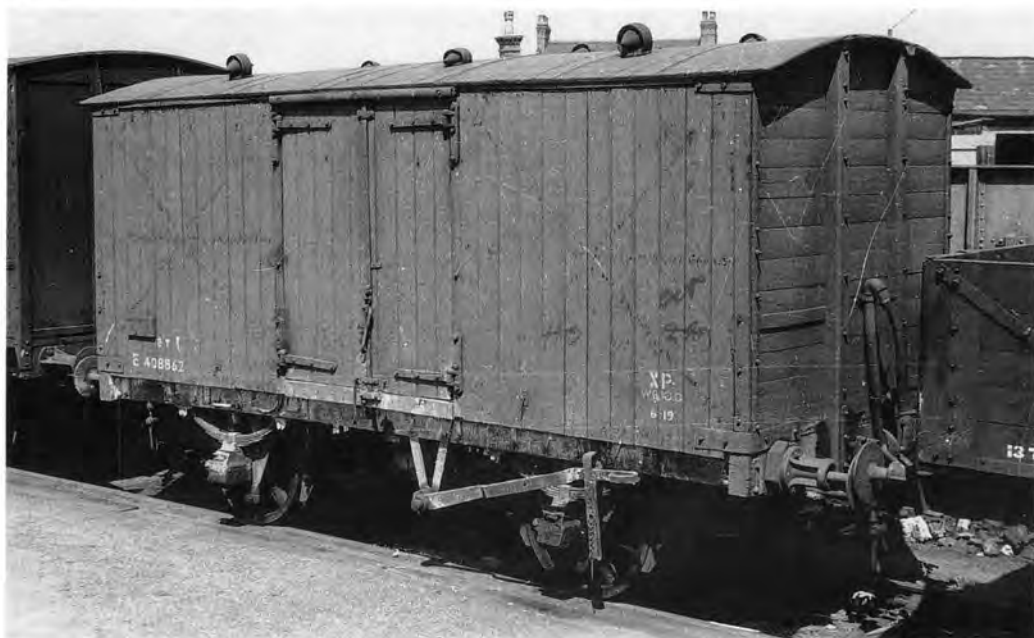




Plate 28. E133246. This ex-LNER 10T goods van has a 17ft long wooden underframe and a wheelbase of 9ft. It was built at Doncaster in 1927 as a fish van when it had two sets of horizontal louvres in the top body panels on either side of the sliding door. The plates on the corners of the bodyside framing are later additions and T-section strengtheners have been fitted to the wooden end posts. It runs on one axle of split spoked wheels and one of the three hole disc type and it is fitted with LNER eight shoe style vacuum brakegear. Photographed at Harrow and Wealdstone circa 1951. R.C.

Plate 29. E285742. This 12T 'VANFIT' is one of the last batch, (E285009-286008), of the last design of LNER Fruit vans built to diagram 187 and later continued by BR as their diagram 1/232. The plywood body has single, hooded ventilators on each end as well as slats on all three end panels, but the original torpedo vents have been removed from the roof. It has LNER style eight shoe vacuum brakegear with low vacuum pipes, screw couplings and replacement BR open front axleboxes. E283722 to the right is an ex-LNER diagram 195 12T goods van, (see plate 31). Photographed at Marshmoor circa 1974. T.M.





Plate 30. E262229. This LNER 12T van was built to diagram 172 and is from the batch E261549 to 262448. These vans were the unfitted predecessors of diagram 195 but those still in service after 1956 were vacuum braked like this one where the buffers have strengthened housings, the V-hangers have welded strips and there are tie bars, low style vacuum brake hoses and screw couplings. Livery is weathered bauxite body, black underframe and white lettering. Photographed at Marshmoor circa 1974 when running in the regular service from Kellogg's factory at Manchester to the local distribution depot.

T.M.

Plate 31. E298451. This 12T ventilated van was built to LNER diagram 195. The batch E297015 to E298464 was built at Darlington up to Nationalisation. It has LNER pattern eight shoe vacuum brakegear with low vacuum pipes, spindle buffers, different types of split axleboxes and runs on three hole disc wheels. The plywood body has similar features to E285742 in *plate 29* except for the slats in the end. Livery is weathered bauxite body, black underframe and early style white lettering. Most of these vans were withdrawn in the early 1970's. Photographed at Spalding Station sidings on 10th October, 1970. P.B.





Plate 32. E246020. This ex-LNER 12T van is almost devoid of identification markings on the body but the solebar plate shows it to be one of the batch of 750, (E245913-246662), built circa 1941 to diagram 116. It is as built with vertically planked sides and three part corrugated steel ends and the 10ft wheelbase chassis has LNER eight shoe vacuum brakegear and BR(E) open front axleboxes. The black patch carries the white lettering:- 'BEARING TEST / FAILURE OF ANY AXLEBOX / BEARING MUST BE REPORTED / TO YORK WORKS & / THE VEHICLE HELD'. Photographed in February 1952. R.C.

Plate 33. KDS61209 is the last survivor of the 12, (561201-12), 7T Gunpowder vans which were, built to SR diagram 1701 in 1904 and 1912 by G & R Turner, (one was built at Eastleigh). Very similar to the GWR Iron Minks in body detail but the 9ft wheelbase chassis which measures 16ft over headstocks, has four webbed spindle buffers, three link couplings, one sided two shoe 'lift link' brakes, replacement split axleboxes and it runs on split spoked wheels. It was transferred to service stock in 1956 and was then used in Scotland. Livery here is mainly shades of rust with black patches and white lettering some of which is the original LSWR. Photographed at York on 8th May, 1983. A.T.





Plate 34. S43593 is one of over 600 ex-LSWR vans with a high roof, built to SR diagram 1409 from 1912 to 1922. Those built before World War I had 8½in planks like this one and these were the first vans to be fitted with the three part side doors. The wooden underframe has open front axleboxes, (the righthand one appears to be a Panter design), LSWR pattern spindle buffers, three link couplings and split spoked wheels. Here we see the other side of the 'lift link' brakegear to that in the previous plate. Very much as built, it was photographed in 1951 in weathered dirt finish with some grey on the underframe - lettering being white.

R.C.

Plate 35. S42172. This 8T ex-LSWR ventilated fruit van is one of 150 which were built to SR diagram 1401 between 1908 and 1910. It has a low roof with two torpedo vents, an 8½in planked wooden body with sliding doors and five covered ventilators per side but none on the ends which have robust wooden posts. Note the short handbrake lever, tall vacuum brakepipe standards, Mansell disc wheels and different types of LSWR open front axleboxes. Photographed in 1951.

R.C.

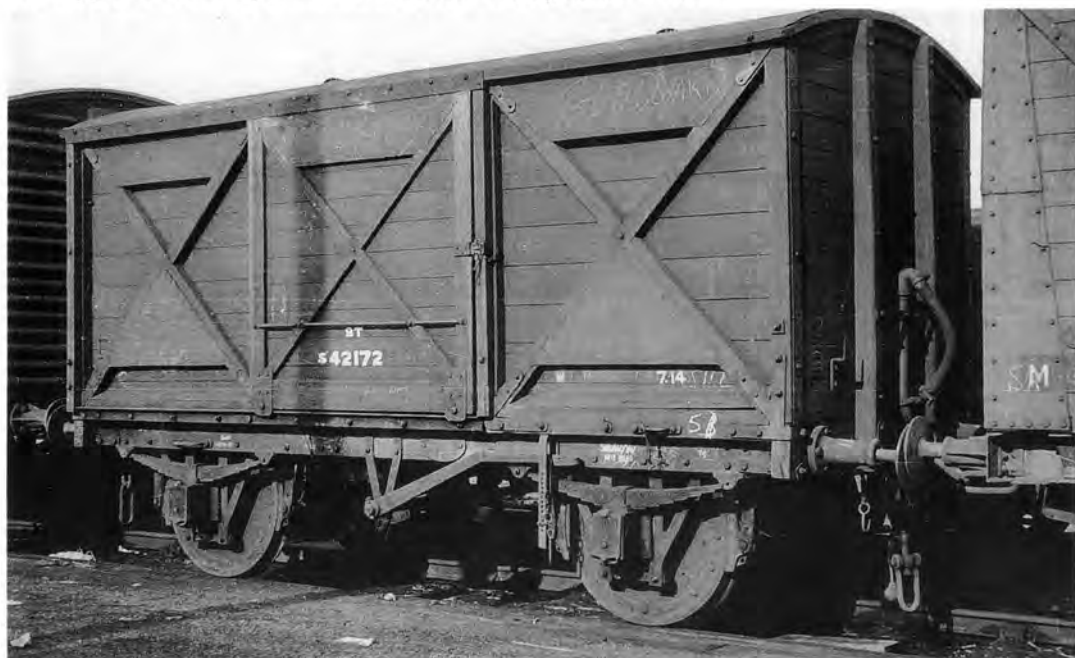




Plate 36. S49186 is an ex-SR 12 T fitted goods van built to diagram 1458, the batch being S48277 to 49951. Wheelbase is 12ft and length over headstocks 17ft 6in. A new type of vacuum brakegear was introduced on these vans and note the tie rods and typical SR features including roof profile, twin hooded end ventilators, buffers and side doors. It is coded 'PARTO' being one of about 100 vans of this type which had special internal fittings in connection with their use for Huntley and Palmers biscuit traffic. These converted vans were given diagram 1459. The board on the lower right of the body reads:- 'TO WORK BETWEEN / NINE ELMS & BIDEFORD / 49186'. Photographed in Spring 1952. R.C.

Plate 37. S50804. This ex-SR 10T Banana van has a similar type of body to that in plate 36 but there is plating at the top on the ends instead of ventilators. It was one of the 125, (S50775 to 50899), built to diagram 1479. Note the different pattern of doors to those in plate 36, long, webbed spindle buffers, eight shoe vacuum brakegear with a short handbrake lever and three hole disc wheels. In traffic for Geest Bananas, the yellow spot which carries the tare weight, 9 tons 3cwt 2qt here, identifies this type of van. Photographed at Bamber Bridge on 1st June, 1964. R.J.E.





Plate 38. S64987 is an ex-SR 12T goods van with a wooden planked body similar to that of S49186 in plate 36 but with some replacement narrow planking and the ends are plated over in the area of the ventilators. The 10ft wheelbase chassis has standard SR/RCH springs and split axleboxes and it runs on three hole disc wheels. Livery is ex-works bauxite body with black solebars and below and white lettering. Photographed at Bamber Bridge on 1st June, 1964.

R.J.E.

Plate 39. S59123. This ex-SR 12T van was built to diagram 1455 being one of the batch S59101 to 59250. Unlike S64987 above, it has mixed planking on its sides and ends. The 10ft wheelbase chassis was built with Morton unfitted brakegear but it has been vacuum braked by BR whilst the Oleo buffers and open front axleboxes are replacements. Note the welded strengthening strip on the V-hanger. Photographed at Forfar in Summer 1970.

D.L.





Plate 40. B752909. The roof profile shows the Southern Railway origins of the design of this 12T goods van which was built to BR diagram 1/202, lot No. 2063, (310 vans, B752790-753099), at BR Ashford Works in 1949. Shortage of timber at this time led to the use of plywood for the bodywork and the 10ft wheelbase chassis has four shoe vacuum brakegear, screw couplings, split axleboxes and spindle buffers. Note the vacuum brake cylinder and the linkages to the long handbrake lever. Photographed in 1951.

Plate 41. B880864 is an 8T Banana van to diagram 1/242, lot No. 2739, (250 vans, B880730- 880979), built at BR Faverdale Works, Darlington in 1956. Its 10ft wheelbase chassis has four shoe Morton style vacuum brakegear and other fittings are like those seen on the van in the above plate but it runs on spoked wheels. These were the last Banana vans to be built with steam heating although it is absent here. Note the two short end stanchions and the flush fitting doors. Photographed in the 1950's.





Plate 42. B881127. This Banana van is to the same diagram as the one in *plate 41* but on lot No. 2866, (150 vans, B880980-881129), which were also built at BR Faverdale Works, Darlington in 1956. Some features which differ here are the short rainstrips, three hole disc wheels and the later boxed style of lettering introduced in 1964, the tare is now in the box and not on the yellow circle. Note the blue and white label 'FYFFES BLUE LABEL BRAND BANANAS'. Photographed ex-works in April 1964.

R.C.
Plate 43. ADB881839 is a 12T Banana van built to diagram 1/246, lot No.3209, (400 vans, B881610-882009), at BR Wolverton Works in 1959. This was the last diagram of Banana vans built by BR and marked a notable change from the previous designs seen in *plates 41 and 42*. The 10ft wheelbase chassis has eight shoe vacuum brakegear, (note the reversing link this side), split axleboxes, Oleo buffers and screw couplings. It was built without steam heating. The body has plywood sides with flush fitting doors and two part corrugated steel ends with no ventilators. Tare weight on the yellow spot is 8 tons 12cwt 2qts in black. After Departmental service the ironwork is somewhat rusty but it still sports a bauxite body as it awaits its fate at Rotherham on 13th November, 1987.

A.T.





Plate 44. B784837 is a BR 12T ventilated goods van built to diagram 1/217, lot No. 3421, (100 vans, B784773-784872), in 1962 at BR Wolverton Works. The three lots to this diagram all had double sliding doors, (they were later coded 'VANWIDE'), and those of this lot were fitted with an experimental clear roof. This van is dedicated to transporting animal feed for R Silcock & Sons from Avonmouth Docks. The weathered bauxite body, with plywood sides and corrugated steel ends has white lettering and the black underframe is fitted with eight shoe vacuum brakegear, open front axleboxes and Dowty hydraulic buffers. Photographed at Avonmouth in the late 1960's.

Plate 45. B783773 was also built to diagram 1/217 but on lot No. 3391, (B782873-783872) and emerged from Wolverton Works in 1962. Wheelbase is 10ft and length over headstocks is 17ft 6in. It has similar features to B784837 in *plate 44* but note here the Oleo buffers and split axleboxes. Livery is very weathered bauxite body with rusty ends and black underframe all lettering being in white. Photographed at Swansea on 26th August, 1990.

C.C.
A.T.





Plate 46. 230377 was built as a 12T Vanwide but it was converted via design code VE001B, on lot No. 4017, (230110-230399), at BREL Shildon Works in 1982/83 and now carries the TOPS code VEA. Comparison with plate 45 shows that the body is unchanged but the chassis is now air braked and has been fitted with roller bearings, FAT 19 suspension and Oleo buffers. It was photographed at Carlisle Currock on 7th December 1990 when outshopped with the Speedlink Distribution badge and the Carlisle Currock depot symbol.

A.T.
Plate 47. 201049, 200677/657/658. The first van in this line of 45T VDA's is one of lot No. 3856, (201000- 201099), built at BR Shildon Works in 1975-76 and fitted with Taperlite suspension. Prefixed ADC here and TOPS coded ZRA, it still carries its early livery. The other vans are from lot No. 3855, built at BR Ashford Works in 1976 and have the standard long link suspension. Photographed at Sheffield Brightside on 14th October, 1988.

A.T.
Plate 48. 210418. This 24T capacity sliding wall van was built to design code VG001B, lot No. 4023, (210401-210650), at BREL Shildon Works in 1983 and is TOPS coded VGA. Gears on the ends enabled one half side to slide open over the other. Note the deep fishbelly 'solebar' section between the wheels. The aluminium sides were left unpainted. Photographed at Eastleigh Open Day, 1986.

R.H.





Plate 49. B755822. This 12T BR standard ventilated goods van was built to diagram 1/208, lot No. 2181 - the first lot of 1,000 vans, B755180 to 756679 - which were constructed at BR Wolverton Works in 1951. It has two part corrugated steel ends, wooden planked sides and doors and the latter are fitted with the V-shaped pattern of flat steel bracing strips. Note the short rainstrip and the transverse joints to the roof covering. The 10ft wheelbase chassis has four shoe vacuum brakes, tie bars, split axleboxes, spindle buffers with four webbed housings and tall vacuum brakepipe standards. It is seen ex-works in September 1951 in bauxite livery which includes the solebars. Running gear is black and all lettering is white. R.C.

Plate 50. B781384 was built to diagram 1/208 but lot No. 3164 of 1200 vans, B780551-781750. These standard 12T ventilated vans were the only ones built by outside contractors - Charles Roberts - in 1958. Its sides are as in *plate 49* but it has replacement plywood doors, three rainstrips per side on the roof and the chassis has eight shoe vacuum brakes, split axleboxes and Dowty buffers. Note the pivoting arrangement of the handbrake lever. Livery is very weathered bauxite body, black underframe and white lettering and it was photographed at Spalding Station sidings on 10th October, 1970. P.B.





Plate 51. B765759. This BR Standard 12T ventilated goods van was built to diagram 1/213, lot No. 2422, (920 vans, B765481-766400), at Faverdale Works, Darlington in 1952. It has many similar features to B755822 of diagram 1/208 seen in *plate 49* but the body is made of plywood with a three part rainstrip on the roof and the chassis has the low style of vacuum pipes and open front axleboxes. Photographed in the mid 1960's.

Plate 52. B875640 is a 12T Ventilated Fruit van built to diagram 1/233, lot No. 2472, (100 vans, B875550-875649), at BR Faverdale Works, Darlington in 1959. It has plywood sides and doors, T and L strapping and three part corrugated ends. There are end ventilators and air scoops on the lower sides. The chassis has four shoe vacuum brakes and both split and open front axleboxes. Photographed at Thetford in Autumn 1969.

D.L.





Plate 53. 200242. This 45T van was built to diagram 1/257, lot No. 3696, (200240-200249), at BR Shildon Works in September 1969. Initially coded COV AB, it carries TOPS code VBB now. This small batch of vans were fitted with experimental long link suspension which was then applied to the later VBB's and VBA's. There are two sliding doors per side but the recessed handles must be operated in sequence to open them. Photographed in ex-works condition at Temple Mills on 8th June, 1980. B.D.



Plate 54. LS7007 is from the batch of 30 bogie palvans, (7001-7030), built by the Gloucester Carriage & Wagon Co. Ltd. in 1968-69 for hirers Lloyds Scottish and used by Shellstar to carry fertiliser from their factory at Ince and Elton. Originally curtain sided, they were rebuilt with hard sides and some like this one, were rebuilt again to design code JW002F with a lower profile roof and a simplified door arrangement. Photographed at Langwith Junction on 28th March, 1992. A.T.



Plate 55. TRL6950. This curtain sided van was built by Powell Duffryn, Cardiff for Tiger Rail to design code PU008A in 1981. Intended as a demonstrator, it was trialled on bagged china clay and other commodities but failed to generate any orders and by 1992 it was in store. Built on the underframe of redundant TTA tank wagon TRL51915, it has double link suspension and is 35ft long with a wheelbase of 19ft. Photographed at Milton Park, Abingdon on 18th June, 1981. B.D.



Plate 56. SSTR7303 is one of the final batch of twenty five 74Tg.l.w. bogie pallet vans, (7300-7324), which were built to design code JW002B in 1975-76 by Procor to carry bagged fertiliser for UKF, (formerly Shell). This batch had simplified ends, no side trussing and were the first to carry the livery seen here. Other features are like those of LS7049 seen in plate 83. Photographed at Ince & Elton on 12th August 1989. A.T.

Plate 57. 21 70 2196 027-1 is one of twenty eight BR 20T Ferry vans, (21 70 2196 000-0 to 027-3), originally built to diagram 1/227, but converted in the early 1970's to carry car engine parts for British Leyland from Belgium. Whilst the running gear, ends and roof are original, the sides have been replaced by heavy duty plastic curtains giving all-round access for forklift trucks. Photographed at Temple Mills on 8th June, 1980. B.D.



Plate 58. PR6917. Built to design code PV009A by Procor, this curtain sided van is one of 20, (6915- 6934), made between 1982 and 1985. It has a length of 41ft 9in, wheelbase of 29ft 6in and is fitted with Instanter couplings, Oleo buffers, eight shoe air brakes and FAT 28 friction link suspension. In store by 1992, they were converted into hard sided paltans for the Ministry of Defence (Army). This one carries the Caib livery - this company took over the hire business of Procor. Photographed at Healey Mills on 8th February, 1992. S.J.





Plate 59. B887156. This 11T Gunpowder van with a tare weight of 8T 10cwt was built to diagram 1/261, lot No. 3237, (25 vans, B887135-59), at BR Swindon Works in 1959. With lot No. 3099 of 15 vans these were the last Gunpowder vans built by BR and their wheelbase was extended to 10ft whilst Oleo buffers and eight shoe vacuum brakes were fitted. The length remained at 16ft 6in. Livery is bauxite with black chassis and white lettering and it was photographed at Mistley in Autumn 1969.

Plate 60. B850402. This GWR-style 12T shock absorbing general goods van was built to BR diagram 1/207, lot No. 2158, (B850100-850599), at BR Ashford Works between July and November 1950. All these vans had dedicated operations when new and were specially lettered. This one was in the batch B850350-850427, lettered 'EMPTY TO EBBW VALE WESTERN' being used on tinplate traffic. The chassis has 1ft 6in Duplex spindle buffers, Instantan couplings, split axleboxes, tie bars and Morton style four shoe brakegear with low vacuum pipes like those seen in *plate 59*. Livery is weathered bauxite body, black running gear and white lettering with the early style of stripes used to denote 'SHOCK' wagons and vans. Photographed at Marshmoor circa 1974.

T.M.





Plate 61. B851862 is an example of the second version of the BR Standard 12T general goods 'SHOCVAN' built to diagram 1/209, lot No. 2471, (750 vans, B851600-852349), at BR Faverdale Works, Darlington between October 1952 and January 1953. It has a Standard BR planked body with three part corrugated steel ends and the 10ft wheelbase chassis has similar features to those seen in *plate 60* except that it has BR pattern open front axleboxes. Livery is as in *plate 60* but it has the post 1964 style of shock stripes and 'boxed' lettering. To the right M523422 is one of the mixed planked 12T vans built by the SR for the LMS. Photographed at Marshmoor circa 1974.

Plate 62. B782526. This 10T Palvan for glass bottle traffic, is the second one built to diagram 1/225, lot No. 3378, (49 vans, B782525-782573), at BR Wolverton Works in 1961. The body is 21ft long with four panelled, sliding doors and heavily braced ends which have a single ventilator. The 12ft wheelbase chassis has eight shoe vacuum brakegear with short handbrake levers, Oleo buffers and eight leaf spring suspension with dampers. Livery is weathered bauxite body, black chassis and white lettering. Photographed at Weymouth in Spring 1969.





Plate 63. 200759. This former 45T VDA van was built in 1976 on lot No. 3855 and is from the batch 200650-200979 . Having served its days in the Railfreight fleet, it is now in use as an Underground/ RFS 'MATCH VEHICLE', for which it was converted on design code RLB 001B and it now carries TOPS code RLA. Photographed at Brent Yard on 15th June, 1991.

P.Cu.



Plate 64. PR 6927 is from the same batch of vans as 6917 in plate 58 but it carries the original Procort livery. In store by 1992, these vans were later given hard sides and prefixed MODA in the number series 7420-7473 with TOPS code PVB. Photographed at March on 3rd September, 1987.

A.T.





Plate 66 and 67. B731995 is a Palvan with four sliding doors per side which was constructed on the chassis of the 22T tube wagon of the same number. It has eight shoe vacuum brakegear on its 18ft 6in wheelbase chassis and livery is bauxite body with black underframe and white lettering. Plate 67 shows the way the doors open and how the load is stacked. Note the bracing on the ends and the peaked roof. It was trialled by Heinz and along with the van in plate 68, can be considered as precursors of the BR air braked van designs. D.L. collection

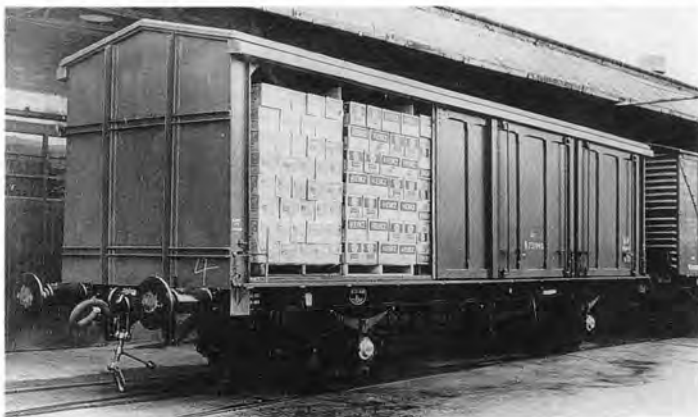


Plate 68. B710250. This 22T Pallet van was the only one in lot No. 3362 of diagram 1/235 and was originally a long low experimental wagon. The 35ft long body has four sliding doors per side with substantial end bracing and the 20ft 9in wheelbase chassis has truss bars, eight shoe vacuum brakes, heavy duty buffers, Instanter couplings, roller bearings and disc wheels. Note the eight leaf springing with dampers. Livery is as in plate 66 and it was photographed in 1962. B.R./A.L.

◀ Plate 65. 21 70 2390 101-0 (GB786974). This is one of the four hundred 20T BR Ferry vans with the same build details as KDB 786939 seen on the front cover of this volume. A new 12 digit numbering system was introduced just after these vans were built and they were re-numbered as here, in the mid 1970's and 1980's. TOPS coded VIX, it has both vacuum and Westinghouse brakegear. Photographed at Milton Park, Abingdon on 18th June, 1981. B.D.



Plate 69. B772996. This 12T Pallet van was built to diagram 1/211, lot No. 2864, (300 vans, B772951-773250), in 1956 at BR Faverdale Works, Darlington. All vans to this diagram had plywood bodies with heavy, externally braced doors to the lefthand end of each side and T and L section steel strapping on the bodysides. Note the rainstrip over the opening doors which give a doorway 8ft 5in wide. The 10ft wheelbase chassis has four shoe Morton style vacuum brakegear, Instantan couplings, spindle buffers, tie bars, J-hanger spring suspension with dampers and open front axleboxes. Livery is bauxite body with black underframe and white lettering. The lettering on the lefthand door reads:- 'RETURN TO / WADSLEY BRIDGE ER' - the van was used to convey palletised canned foodstuffs from Batchelor's canning plant at this location which closed in 1982. Photographed in the late 1950's. R.C.

Plate 70. JW 6063/CLV 210 is one of the 20, (6050-6069), Pallet vans used by John Walker & Sons to transport casks of blended whisky the 4 miles from Barleith to Kilmarnock for bottling. They were used from 1967 to 1981 and have the same build details as B772996 in *plate 69* except they were on lot No. 3011, (this one being B776507) which were built at BR Faverdale Works in 1957. 'Johnnie Walker' boards were added to the sides and the bodies were green overall. When taken out of use several were given to preservation societies and this one is seen, as it was in service, at Bridge of Dun, near Montrose on 2nd June, 1998. A.T.





Plate 71. 237 Saxa Salt. This 10T peaked roof van has been widely modelled because of its distinctive livery of yellow body with red 'SAXA SALT' shaded black and black running gear. Other lettering is plain red or white on the black solebars and the roof was either grey or black. 'NON POOL' is white on black and the lettering to the lower right reads:- 'Repairs Advise / Middlewich Salt Co Ltd / Empty to Middlewich L.M.R. (L.N.W.)'. The wooden underframe has spindle buffers, split spoked wheels, oil axleboxes and two shoe brakegear on each side. Note the large cornerplates and the vertically planked cupboard style doors. Photographed in Summer 1954.

B.H.

Plate 72. 163 Manger's Salt, Stafford is a similar van to that in *plate 71* but it has open top axleboxes and spindle buffers with webbed housings. Livery is very weathered dark green with blue lettering edged in white. Small italic lettering lower right reads:- 'Empty to Stafford Common / L&NE Rly / Load 10 Tons'. Note the wooden underframe and the prominent pattern of nuts on the corner plates and end posts. Photographed in October 1955.

R.C.





Plate 73. C.25 Stafford Salt Works. This 10T salt van is in very good condition but unfortunately the photographic negative does not include the spindle buffers. It has many features in common with No. 237 in plate 71 and its livery is red body with white lettering shaded black. Tare is 7-9-0. The small lettering lower right in italic reads:- 'Empty to Stafford Common / L.M. Region B.Rlys / For repairs advise Owners / Load 10 Tons'. Photographed in the early 1950's.

F.W.S.

Plate 74. 22 Seddon's Salt. This 10T elliptical roofed salt van with a wooden body and underframe has a tare weight of 7-7-0, a wheelbase of 10ft and measures 16ft over headstocks. Built by the North Staffordshire Wagon Co Ltd, it was registered by the LNWR and has two shoe brakes on each side, split axleboxes, spindle buffers with webbed housings, three link couplings and it runs on three hole disc wheels. The body, built of 87/8in wooden planks, is red oxide like the solebars and the lettering is white with black shading. Corner plates and running gear are black - note the application of 'NON POOL' twice. Photographed in the late 1950's.

F.W.S.





Plate 75. 2479 ICI. Photographed in 1949, this 10T salt van has both a wooden body and solebars which are painted signal red. Corner plates and diagonal side strapping are black and lettering is white some being clearly shaded black. The small white lettering on the black patch above the number reads 'EMPTY TO / WINSFORD & / OVER C.L.C.'. Measuring 16ft over headstocks with a 9ft wheelbase, it has open topped axleboxes, spindle buffers with plain housings, two shoe brakes each side and split spoked wheels. The commuted charge symbol is just above the number but it has not yet received its 'NON POOL' lettering. B.H.

Plate 76. 3784 ICI is another 10T salt van with an elliptical roof and typical massive end posts. The body has been constructed from extra wide planking and it has a tare weight of 7-1-0. Running gear is similar to the previous van but note the split axleboxes and the four webbed spindle buffers. Livery is red body with white unshaded lettering and black running gear. The small lettering above 'NON POOL' reads:- 'EMPTY TO / STOKE WORKS WR', which refers to the former Salt Union Works at Bromsgrove which was taken over by ICI Ltd whose main salt operations are around Northwich. Photographed in the 1950's. F.W.S.





Plate 77. BV025. In sparkling ex-works condition, this is one of the ninety six 16ft wheelbase 22T pallet vans built by Standard Wagon Ltd, Heywood between 1964 and 1966 to carry palletised bagged cement from the Associated Portland Cement Manufacturer's works' at Northfleet and Snodland in Kent. Tare is 12-17 and length 25ft 6in. It has eight shoe vacuum brakegear, Oleo buffers, double link 14 leaf spring suspension, screw couplings and three hole disc wheels. Livery is light grey body and roof and black underframe with white lettering whilst the central circle is blue edged in yellow with white lettering and CMC is red. The four small product panels are yellow with red lettering. Reduced demand for bagged cement saw them out of use by 1982 and all were withdrawn by 1988 although some were sold back to Standard Wagon who used their underframes to build some 38T g.l.w. clay hoods. Photographed when new in 1964. R.C.

Plate 78. MODA 6804 is one of the sixteen 24T palvans, (6800-6815), built in 1968 by the Gloucester Carriage & Wagon Co Ltd for the Ministry of Defence (Army) to carry stores between various depots. The body is 25ft 6in long and is mounted on a 16ft wheelbase chassis. TOPS coded PVB - the vacuum and air pipes can be seen on the end - it has Oleo buffers, double link suspension, roller bearings, eight shoe brakes with extra long handbrake levers and it runs on three hole disc wheels. The grey-green body has a light brown band on which the lettering is in white whilst solebars and below are black, the roof being white. Photographed at Didcot in July 1993. P.Cu.





Plate 79. PR 6400 is the unique pallet van built by Procor in 1976 and having a combination of sliding and cupboard style doors on the sides which could give half side opening or a central opening 17ft 3in wide. Note the ribbed metal sides, heavily braced ends, Oleo buffers, Gloucester Floating Axle suspension and white handbrake control wheels. Length is 35ft 1in, wheelbase 20ft 9in and load 37T. After a short trial period with Wm. Cory & Sons, it was leased to Ben Chairs (Western) Ltd. operating from Frome until 1986. Withdrawn in 1987, it is seen here still in Ben Chairs brown and white livery, at Procor, Horbury Junction on 12th July, 1989. A.T.

Plate 80. LS 7015 is one of the batch of 30 bogie palvans, (7001-7030), which were built to design code PW002A in 1968-69 by the Gloucester Carriage & Wagon Co Ltd for the hire company Lloyds and Scottish. Initially curtain sided with 'Shellstar' lettering, they were converted to hard sided vans with doors, by Charles Roberts & Co Ltd in 1970-71 and were operated by UKF from their fertiliser plant at Ince in Cheshire. Length is 45ft 3½in over headstocks with a tare weight of 26T and g.l.w. of 75T. Note the Gloucester Fastfreight bogies set at 32ft centres and the side trussing. Livery is seen in *plate 56* and it was photographed at Gillingham, Dorset on 10th June, 1983. D.L.





Plate 81. LS 7039 is from the same batch of TOPS coded PWA bogie palvans as 7036 in plate 82 but this photograph was taken some ten years after the latter. It shows good details of the bogies, doors and side trussing but the livery is mainly dirty rust with little sign of the original grey body colour and the 'Shellstar' panel has all but gone. Photographed at Salisbury on 22nd March, 1982. R.S.L.

Plate 82. LS (036) 7036 illustrates the original appearance of the second batch of Lloyds & Scottish bogie palvans (7031-7048), with pre-TOPS numbering and 'Shellstar' advertisements on the far end of the side in view. The body is light grey, underframe black and lettering is white - the L & S logo being black and white. Inner wheelbase is 25ft 5½in, tare is 24.7T, g.l.w. 56T and it was photographed at Witham in Autumn 1972. D.L.



Plate 83. LS 7049 was built to design code JW002D by Procor in 1975 as a replacement for 7013 which, along with BRT 7168, was written off after a bad collision at Bridgwater in 1974. It used the bogies from 7013 and has slightly simplified ends and no side trussing. Livery is as in plate 56 but note the absence of any company lettering. Photographed at Ince & Elton on 12th August, 1989. A.T.





Plate 84. LS 7050 is the unique UKF Fertilisers bogie pallet van which was built by WH Davis of Langwith Junction in 1975. Whilst the underframe detail is similar to that of the Procor 1975-built vans, the body has stainless steel doors and a flat roof. This view shows the internal partitions and inner and outer door details. The body has the natural stainless steel finish with the company insignia on white patches. Photographed at Ely on 8th September, 1982.

R.S.L.

Plate 85. BRT 7161. This bogie palvan was one of the batch numbered 7150-7168, which were built by BREL Ashford in 1971 for Lloyds & Scottish who hired them to UKF Fertilisers. Constructed to design codes JW 001A/B, (B in this case), these vans are similar to the first batch but the length has been increased and the roof is fixed (the first batch had a roof that could be raised for loading purposes). Livery is the standard UKF Fertilisers style and it was photographed at Ince & Elton on 12th August, 1989.

A.T.



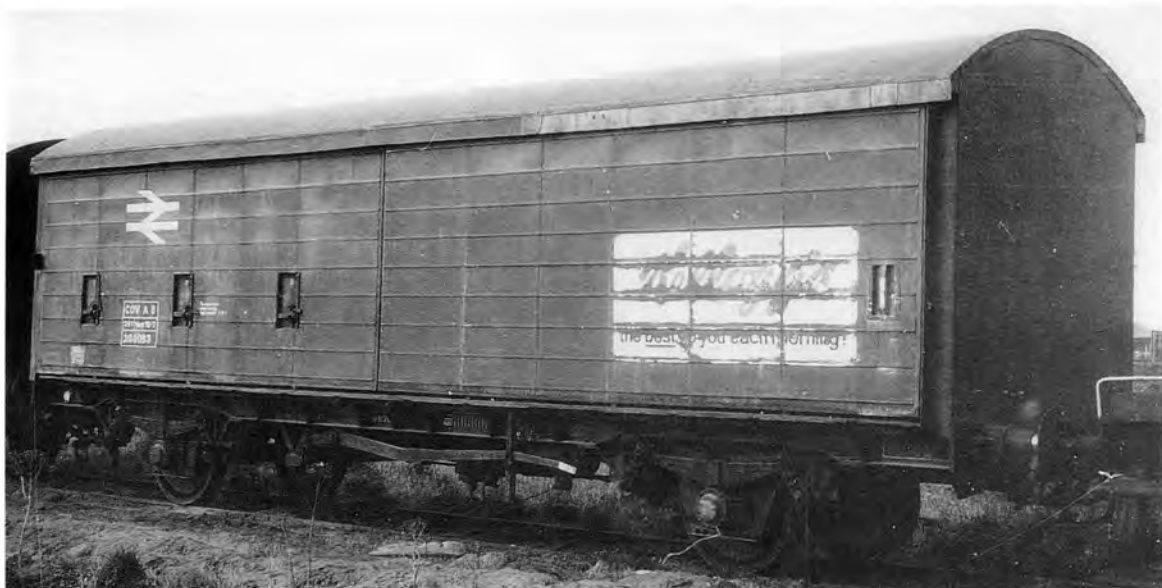


Plate 86. 200093 is one of the first batch of modern air braked 45T vans introduced by BR. It was built to diagram 1/248, lot No. 3685, (200000-200208), at Ashford Works between June 1969 and December 1970. It has two full length doors per side, plain ends, Oleo buffers and double link suspension - note the long handbrake lever. It carries the pre-TOPS coding of COVAB - TOPS coding was VAB. Livery is the original freight brown with white lettering and logo. Many of this batch were allocated to cereal traffic from Kellogg's and the remains of the company poster can be seen on the right. Photographed at Barry in Winter 1971-72. D.L.

Plate 87. 200067 is TOPS coded VAB and has the same build details as 200093 in *plate 86*. This view shows the end detail well including the vacuum and air pipes which have been tied together, Oleo buffers, screw couplings and the single lamp bracket. Note the long handbrake lever and the supported linkage to the operating arm on the lefthand wheel. The three levers on the left in their recesses must be operated in the correct sequence to open the doors. Photographed ex-works in new Railfreight red and grey with white lettering at Swindon on 14th October, 1979. B.D.

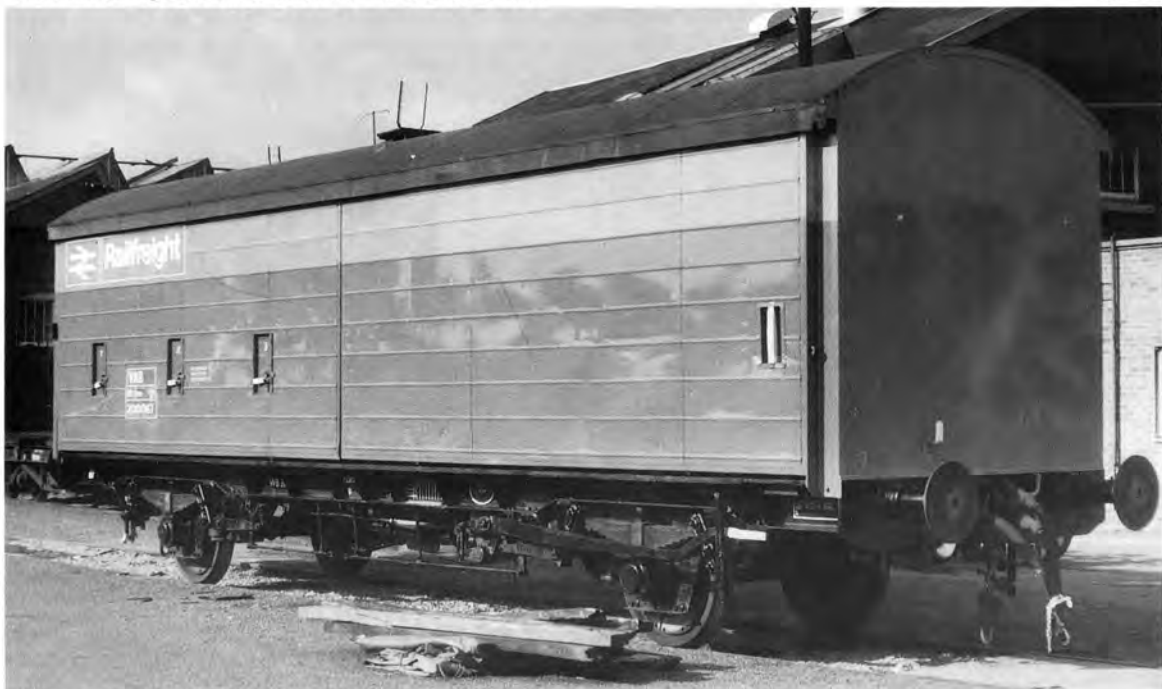




Plate 88. 200000 is the first of the 209, 29T Vanfits built to diagram 1/248 and it is similar to the two previous vans but we see here the other side of the handbrake gear compared with *plate 87*. Livery is as seen in *plate 53*. These vans were first TOPS coded VAB or VBB but became VAA, as here, when the through vacuum pipe was removed when vacuum braked vans were taken out of revenue service by BR. Photographed at Barnetby on 24th May, 1992. A.T.

Plate 89. 200001 followed 200000 in *plate 88* off the production line at Ashford Works but there are some subtle differences here. Note the short handbrake lever and the traction rods. This is the opposite side to that seen above. The non-standard lettering now shows it to have a 30.5T load capacity and a tare of 16.8T. Photographed at Carlisle Kingmoor on 27th May, 1990. A.T.





Plate 90. 200119, also from diagram 1/248, lot No. 3685, this 29T Vanfit is one of the small number of BR air braked vans, all from this diagram, which had a hooded ventilator on each end. Photographed at Carlisle on 31st July, 1991.

Plate 91. ADC 200209. Allocated to Pool 8205 and TOPS coded ZRA, this 45T g.l.w. Vanfit is the only one of its kind. It was built to diagram 1/265, lot No. 3739 at Ashford Works in January 1972. It has experimental doors and the ends have external bracing akin to that found on the VDA's albeit not quite the same. Note the very long handbrake lever, Oleo buffers and long link suspension. It carries the same livery as 201049 in *plate 47* and was photographed at Crewe on 23rd October, 1992.





Plate 92. 200212 is one of the batch of ten, (200210-200219), 45T Vanfits which were built to diagram 1/258, lot No. 3725 at Ashford Works between July and November 1970. They were fitted with FAT 8 (or DOD Mk II), suspension as an experiment to see if this provided better riding qualities on these vans. Note the centrally mounted handbrake lever. Livery is standard Railfreight red and grey but the TOPS code VBA has been applied on a black patch next to which is the Carlisle Currock depot symbol. Photographed at Woking on 17th April, 1993. T.R.

Plate 93. 200218. This close up view shows the FAT 8 suspension on the righthand wheel of this van which is from the same batch as seen in *plate 92*. The conventional 10 leaf spring has long links which are normally set angled inwards towards the top and the massive solebar bracket is attached to the lateral movement unit which is fixed to the bracket mounted on the bearing housing. Photographed at Doncaster on 9th October, 1993. A.T.

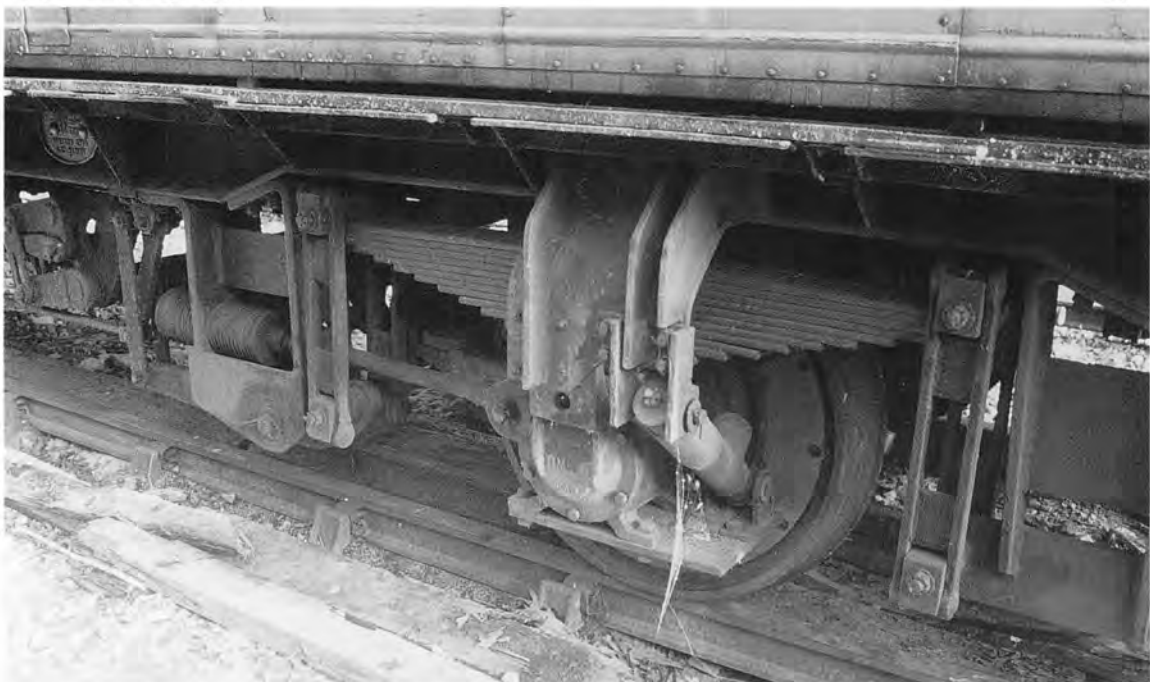




Plate 94. 200221. TOPS coded VBB, in early weathered freight brown livery, this van is as built to diagram 1/253 on lot No. 3686 at Ashford Works in November 1970. This small batch, numbered 200220 to 200228 were fitted with experimental Taperlite/FAT 5 suspension but other details are common to the other VBB types. The through vacuum pipe was subsequently removed when it was coded VBA but by 1990 it, along with 200222 and 200226 had been withdrawn. Photographed at Warrington on 23rd June, 1984.

J.T.

Plate 95. 200224. This close up view shows the lefthand wheel of this VBA van from the same lot as 200221 in *plate 94*. It is in internal use here and is numbered 083669, livery being grey with white lettering. There are two lateral movement units here but two long flimsy-looking springs replace the multiple leaf springs of other types.

J.T.



Plate 96. 200224. Here we see the righthand suspension unit of this van and this angled view shows the disposition of the angled lateral damping units and the calipers and pads for the air operated disc brakes. Photographed at the same time as *plate 95* at Eastleigh on 11th July, 1997.

J.T.



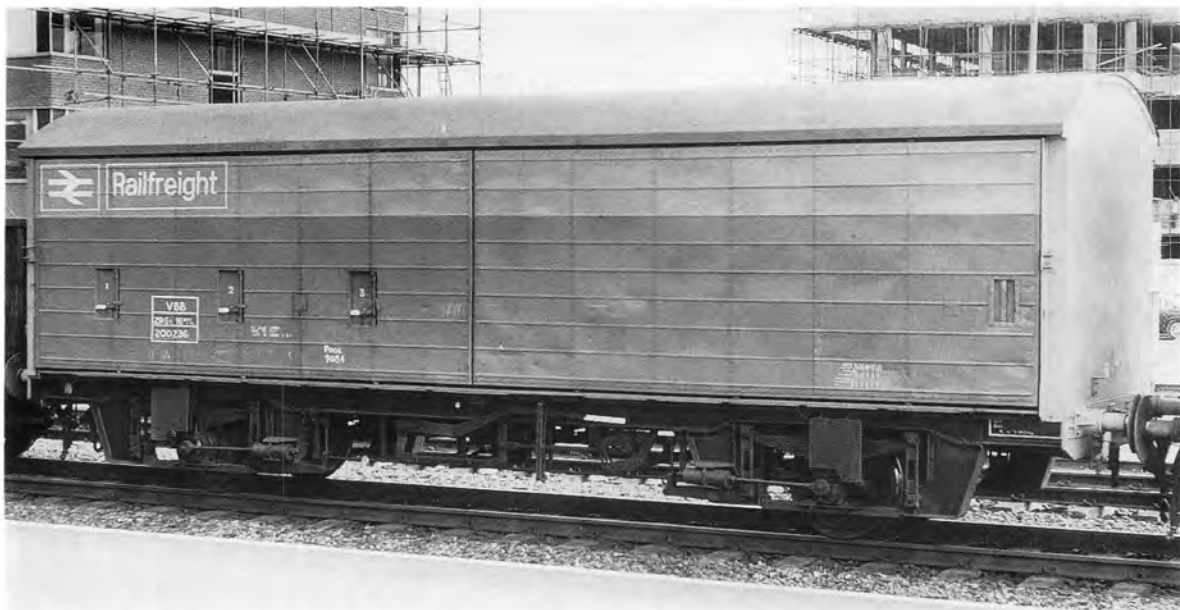


Plate 97. 200236 is one of the ten 29T capacity Vanfits built to diagram 1/254, lot No. 3687, (200230-200239), at Ashford Works in 1969/70. This van was withdrawn by 1997 and by 1999 only 200232 and 200238 were still in use. TOPS coded VBB here, 200236 has the FAT 6 experimental suspension fitted to this lot and is finished in Railfreight red and grey. Photographed at Swindon on 23rd April, 1980. B.D.

Plate 98. 200238. The righthand FAT 6, (also known as DOD Mk I), experimental suspension unit is seen here on this van from the same lot as 200236 above. Large brackets to the left and right support the long links attached to the multi-leaf springing and there is longitudinal and lateral damping, the latter being behind the central plate. Photographed at Margam on 26th September, 1992. A.T.





Plate 99. 200287. TOPS coded VBB, this van was built to diagram 1/257, lot No. 3726, (75 vans, 200250-200324), at Ashford Works between November 1970 and August 1971. It has the typical features of this design including Oleo buffers, screw couplings, roller bearings and the long link suspension which was first fitted as an experimental type to lot No. 3696 numbers 200240 to 200249. Photographed at Temple Mills on 13th September, 1979. B.D.

Plate 100. 200415. Comparison of this van with the one above shows the great similarity in design of the BR air braked vans especially in their running gear. This one however was built to diagram 1/262, lot No. 3764, (125 vans, 200325-200449), at Ashford Works between August 1971 and February 1972. The differences are seen in the door pattern, this type having two central sliding doors giving a maximum opening of 16ft. It has the pre-TOPS coding of COVCD, livery being faded freight brown with white lettering and it was photographed at Briton Ferry in Winter 1975/76. D.L.





Plate 101. 200338 has the same build details as 200415 in *plate 100* but it is seen in freshly applied Railfreight red and grey livery and the TOPS coding applied to these vans - VCA. By 1994 its number was prefixed DC as it had been converted via design code ZR234A for the Engineers section and its new TOPS code was ZRA after which it was soon assimilated into the English, Welsh & Scottish Railways fleet. Photographed at Temple Mills on 20th March, 1980.

B.D.

Plate 102. 200511 is a similar van to those in the previous two plates but it was built to design code VC0015A on lot No. 3832, (100 vans, 200450-200549), at Shildon Works in 1974. Originally TOPS coded VCA it is now ZRA and whilst it remains structurally very much as it was conversion via design code ZR212B sees the body in light grey with a yellow band at the top of the sides which carries black lettering detailing its new use along with attendant ex-BR palvan of diagram 1/217 converted to a generator van. Lettering is black or white on black and the BR symbol is red. Photographed at York on 4th April, 1994.

A.T.

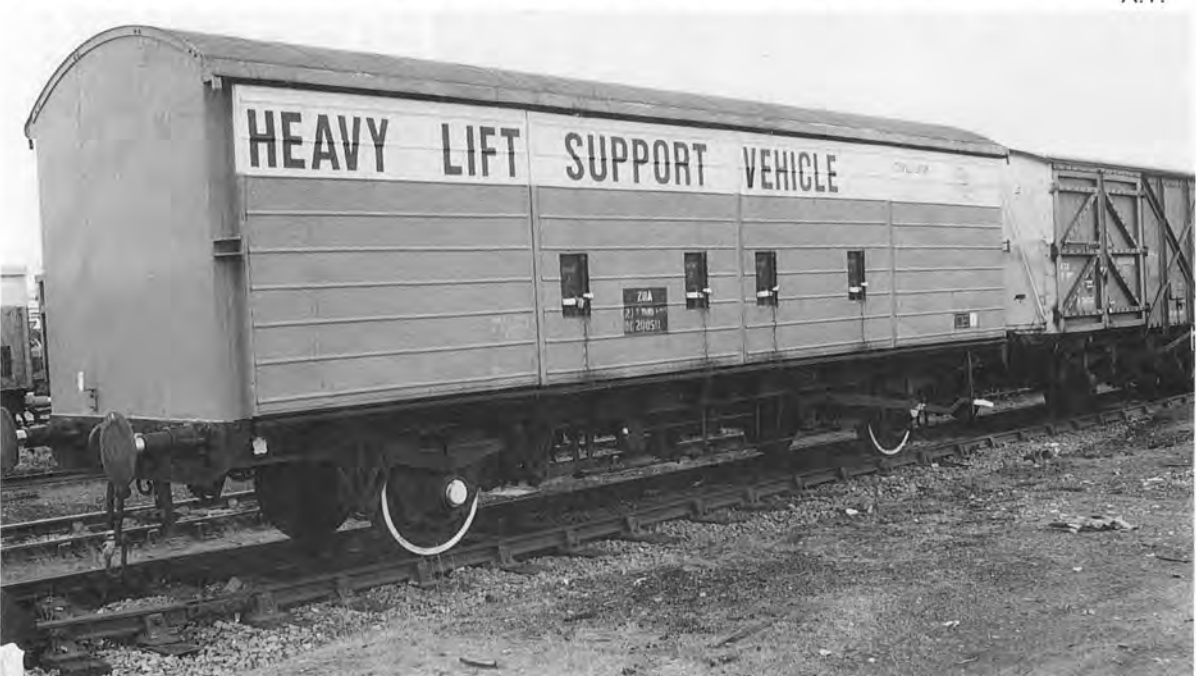




Plate 103. 200530 is from the same lot as 200511 in plate 102 and it also has been converted for departmental use in the CM&EE fleet. It carries TOPS code ZRA and the number is prefixed ADC. Seen here in smart bauxite livery with black underframe and white lettering at Norwich on 30th May, 1997, by 1999 its codings had changed to ZYB and LDC and it was in the fleet of Jarvis Rail. A.T.



Plate 104. 200589 is one of the one hundred 45T Vanfits built on lot No. 3840, (200550-200640), between December 1974 and April 1975 at Shildon Works. Various TOPS coded VAA or VBA, they have the standard features including a wheelbase of 20ft 9in, length over headstocks of 33ft 6in and an overall external width of 8ft 10in. Two full length doors give an opening of 15ft 9in and load capacity is 29.5T at 60mph or 24.5T at 75mph. It differs from the earlier VAA's of lot 3685 by having long link suspension. The chalked note on the body rather sadly reads:- 'SWINDON RCW u/s'. Photographed at Swindon Works on 14th October, 1979. B.D.





Plate 106. 200774. Between January and November 1976, Ashford Works produced 330 of these TOPS coded VDA 45T vans to design code VD001 on lot No. 3855 which were numbered 200650 to 200979. These vans have standard BR air braked van dimensions but they are easily recognised by the prominent external bracing on the ends, the deep central section to the underframe, triangular plate sections on either side of the long link suspension units and the 16ft 3in central doorway with sliding doors flanked by 8ft 1in hinged doors. In ex-works Railfreight livery, this van was photographed at Aberdeen on 1st September, 1979. B.D.

Plate 107. 210183 is one of the three hundred, (210100-210399), VDA vans built on lot No. 3908 at Shildon Works in 1977-78. This elevated view shows both the lack of any roof fittings on VDA vans in common with the other BR air braked vans, as well as the shape of the flexible covering over the doors which is often incomplete due to wear and damage. Finished in patchy maroon and brown livery, this van was photographed at March Station behind 08889 in a trip working from Whitemoor Yard to March station yard on 14th August, 1979. G.G.



Plate 105. 200601 is TOPS coded VBA and comes from the same lot as 200589 above with which it shares common features except for livery which is the standard Railfreight red and grey. The sparse end details of these vans is evident here with only the Oleo buffers, screw coupling and hook, air brake pipe and lamp iron. Photographed at Dundee on 17th August, 1987. A.T.

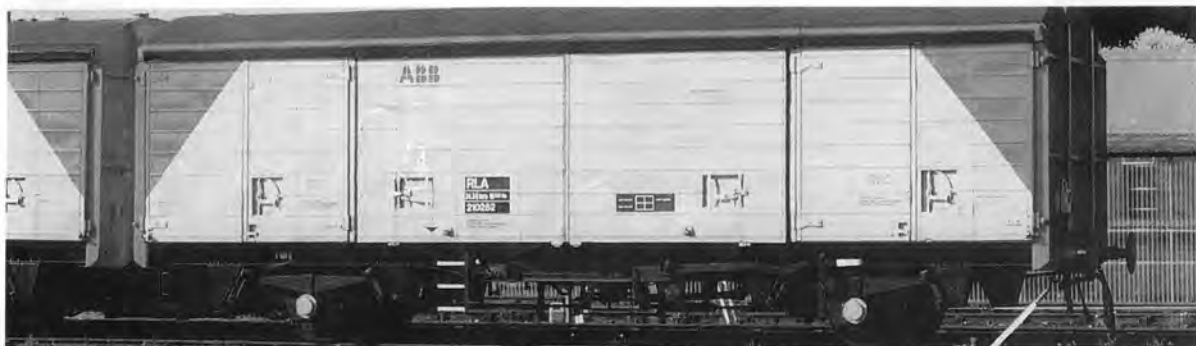


Plate 108. 210252 is from the same lot as 210183 in the previous plate but it has been converted via design code RL001D - note the added steps near the TOPS panel - and it now operates as a London Underground Ltd adaptor wagon. TOPS coding is RLA and livery is red roof stripe, ends, triangular patches on the bodysides and ABB lettering, (other lettering is white), light grey body and black underframe. Photographed at Didcot on 27th June, 1993. T.R.



Plate 109. 200918 from lot No. 3853, this VDA has the same build details as 200774 in *plate 106* but it was converted via design code REA 002A for use as a London Underground adaptor vehicle which involved modifications to the headstock at the righthand end to replace the conventional buffing and drawgear by a special low reach Underground coupling. TOPS coded REA, it carries EWS red livery with yellow lettering and stripe which goes around the ends. Underframe is black with white lettering. Photographed at Didcot on 11th February, 1998. P.Cu.

Plate 110. 200991. This VDA Vanfit has standard build details but it is one of the small batch of eighteen, (200980-200997), which were constructed on lot No. 3890 at Ashford Works in 1976. These vans were the only BR Standard air braked ones to have air operated conventional clasp style brakes. It carries standard Railfreight livery but the roof is painted white indicating its use on the Rowntree-Mackintosh trains from York which is where it was photographed on 23rd August, 1986. J.T.





Plate 111. 200983 is from the same batch as 200991 in *plate 110* but it was still in brown with white lettering when photographed at Goole on 19th December, 1992. The Railfreight panel has been painted out in pink and the lettering is in white the TOPS code of VDA being on a black patch. The roof is again painted white.

A.T.

Plate 112. 200997. From the same batch of VDA's as in *plate 111*, this is a close up view of the righthand wheel of this van. The clasp style air operated brakes are clearly seen as are the long links of the suspension, the 12 leaf springs and the plain axleguard. Livery, location and date are as above.

A.T.





Plate 113. 201045. This 45T g.i.w. VDA is one of the hundred, (201000-201099), built on lot No. 3856 to design code VD001C at Shildon Works in 1976, in this case. It is seen here fitted with experimental FAT 13, (Taperlite), suspension but otherwise its features are similar to the foregoing vans of this type. Livery is faded dark green body with yellow ends and white roof and lettering. Note the Speedlink Distribution sub-sector symbol and the Carlisle Currock depot symbol. Photographed at Barnetby on 22nd November, 1991.

Plate 114. 201095 still carries faded Railfreight red and grey livery although it is TOPS coded ZDA and prefixed DC in white on blue patches. This view shows the details of the FAT 13 suspension including the two long leaf springs and their hangers with linkages to auxiliary bottom springing and the lateral and vertical damping units. Note also the brake pads bolted to the wheel. Photographed at Chesterton on 15th December, 1994.

P.Cu.





Plate 115. 230545. Reference to *plate 45* shows the origin of this van which was built as a BR 12T VANWIDE to diagram 1/217, lot No. 3391, (1000 vans, B782873-783872), at BR Wolverton Works in 1962 when it carried the number B783323. It was converted via design code VE 001D on lot No. 4028, (150 vans, 230400- 230549), at Shildon Works by fitting air brakes, FAT 19 suspension and roller bearings all of which are seen well here. Livery is standard Railfreight red and grey with white lettering - unusually the TOPS panel is on a black patch, whilst the black '1.2' is on a yellow diamond. Photographed at Warrington Bank Quay Station on 17th October, 1983.

S.J.

Plate 116. 230325 has the same build details as 230545 in *plate 115* but it was converted to design code VE001B on lot No. 4017, (290 vans, 230110-230399), at Shildon Works in 1982/3. By 1987, this van was one of six, (230311/24/25/26/28 and 230377), which had had their VEA TOPS coding changed to VFA when locks and alarms were fitted in connection with their use on special traffic workings such as munition trains. Risk of criminal attack soon led to the reversion of these codings to VEA. Photographed at Carlisle on 27th May, 1990.

A.T.





Plate 117. 210643 has the same build details and livery as 210418 in plate 48. This view shows the other end of this sliding wall van design and comparison with 210418 will show how similar the ends are. The levers for operating the sliding walls can be seen left and right and there are footsteps to enable operators to control these levers. Note the large headed Oleo buffers, screw coupling and air pipe on the end which has massive steel endposts to give support to the fixed part of the roof and the sliding walls. Livery is as seen in plate 48 and it was photographed at Inverness on 14th July, 1986.

A.T.

Plate 118. 210406. The Railfreight Speedlink boards were removed from these sliding wall vans and sectorisation saw their refurbishment as shown here. The sides have been cleaned up and the ends are now yellow - note the lamp on the single lamp iron found on the ends of these VGA's - lettering is white on black patches and the Speedlink Distribution sub-sector symbol has been applied. The Carlisle Currock depot symbol is next to the TOPS panel and this side lit view shows up the underframe details well. These vans have found widespread use such as Guinness traffic from Park Royal to Tyneside and Reed Paper from Linkflow at Hartlepool. This van has the same build details as 210418 in plate 48 and it was photographed at Exeter on 20th June, 1992.

A.T.





Plate 119. 21 70 239 7 001-5. Only four of these scenery vans for Ferry traffic were built to diagram 1/292, lot No. 2849, their numbers being GB 889200-3 and on the UIC twelve digit system:- 21 70 239 7 000-7 to 21 70 239 7 003-1. They are similar in design to the prototype GUV, built on carriage lot No. 30189 and have a standard 56ft 11in long BR Mk I coach underframe with 8ft 6in wheelbase bogies set at 40ft centres. They differ from the GUV by having no windows and only two pairs of doors per side located over the bogies. Both ends have a drop flap and two hinged doors and these vans were equipped with both vacuum and Westinghouse brakes. Note the RIV pattern buffers, handbrake control wheel, rainstrips and shell ventilators on the roof. Livery is pealing freight brown body, black underframe and bogies, white lettering and it was photographed at Battersea in Winter 1979/80. D.L.

Plate 120. 21 70 219 9 001-5 is one of the thirty Special Ferry vans for motor car services which were built to diagram 1/291. They were numbered 21 70 219 9 000-7 to 21 70 219 9 029-6, (GB889000 to 889029), and this van is one of the twenty built on lot No. 2848 at BR Lancing Works in 1961. The design was based on E94100 of carriage lot No. 30189, which was the prototype CCT and like the latter, there is a pair of central hinged doors on each side but note the absence of windows. The ends are similar to those on the van in *plate 119*. Wheelbase is 20ft, length over headstocks is 30ft 6in. It has several RIV features such as double link suspension, anchor points, self contained buffers and both vacuum and Westinghouse brakes. Note the abundance of chalked markings but none on the boards provided! TOPS coded IMX, it was photographed at Temple Mills on 14th September, 1979. B.D.





Plate 121. 21 70 214 0 157-5. This 20T Ferry van was built to diagram 1/227 in 1961. It has a wheelbase of 26ft 3in, length over headstocks of 41ft 11in and tare weight is 15tons 3cwt. The single sliding door on each side gives an opening of 13ft. Continental RIV pattern features include self contained buffers, double link suspension, four shuttered ventilators per side and anchor points. Note the coach style truss bars. The body is made of plywood and there is end and side strapping as well as extra vertical supports on the ends. It has vacuum and Westinghouse brakes the latter with loaded/unloaded changeover control. Livery is bauxite with white lettering and black underframe. Photographed at Temple Mills on 14th September 1979. B.D.

Plate 122. B787346 is the penultimate 20T Ferry van built to diagram 1/227, lot No. 3472, (250 vans, B787098-787347) at BR Ashford Works in 1961. The brake pipes can be seen on the end here and this low angle view shows the eight shoe brakes. The anchor Ferry symbol has been painted out and its B number and TOPS code of VJX replace the 12 digit UIC number and code VIX. During 1983 a number of these vans were taken out of the International fleet and used as ordinary Railfreight 25T goods vans as seen here. The door panels seemed to be vulnerable and this one has patches like those in *plates 121 and 123*. Photographed at Severn Tunnel Junction on 20th March, 1986. T.W.





Plate 123. B787174 has the same build details as B787346 in plate 122 but it sports the remnants of the red and grey 'Railfreight International' livery. The faint white lettering shows it to be TOPS coded RBX and it is lettered 'BARRIER / WAGON' on the door. Having a long wheelbase they were ideal for this purpose and this is how many of these vans ended their days. Photographed at Sheffield Darnall on 26th March, 1988.

A.T.

Plate 124. B787258. Also to diagram 1/227, lot No. 3472, this former 20T BR Ferry van shows hardly any of its original lettering being in use here as a test bed for experimental suspension systems on long wheelbased vans. Note the yellow ABN disc on the adjacent van referring to its use on the 'Air Braked Network' which pre-dated BR's Speedlink operation. Livery is freight brown with white lettering and it was photographed at Hoo Junction in Spring 1977.

D.L.



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